## Building Materiale.

GLAZED STONEWARE DRAIN-PIPES-2 Land CHIMNEY-POTS, VASES, STATUARY &c. LONG-SLAND POTTERY DEPOT, No. 52 Nassauest, New York,

ROOFING SLATES.-R. PRINCE, Agent for the selebrated "EVERETT QUARRY." Pa.,
For "FLAT" and "PITCH" ROOPS.
For samples, address No. 50 Beakman st., New-York.

#### Aliscellancous.

BILLIARD BALLS .we beg seave to moran our customers and the public in RILLIARD, RACATELLE and POOL BALLS, which will be sold cheap for cash. Also, manufacturers of Umbreila, Parasil, Whip and Cane Mountings, Martingale and Naptin Rings, fanty Vegetable Ivory Goods, &c. We feel confident in saying to the public, from our long experience in business, and enterties examplements for manufacturing, that we are prepared to furnish all orders in our line on the shortest notice.

Purchasers would do well by giving meanth.

N. B.—WHO has not heard of the celebrated

STOVE POLISH.—A very superior article for soything of the kind in the market. It is also a great saving thor. QUARTERMAN & SON, 114 John et New York

#### Ocean Steamers, &c.

CALIFORNIA, NEW-YORK and EUROEAN

STEAMSHIP COMPANY.

HENRY RANDALL, Fresident.

HENRY BAINBRIDGE, Secretary.

The Splendi' Stramship
ATLANTIC.

(Late of the Collins line), will be dispatched on
MONDAY, Oct. 25.

MONDAY, Oct. 25.

from the Pier foot of Canalest, North River, New-York,
FOR SAN FRANCISCO,
TOUCHING AT ASPINANCE.

to connect with the Company's Recambing HERMANN at
Pansons, and San Josai del San, to San Francisco.
For Fright or Peacage, lavings plendid accommodations,
apply at the office of the Company,
No. 323 Greenwichest, corner of Duane, New-York.
J. WM. GUHLEY, Agent.

SAN FRANCISCO and FRASER RIVER GOLD MINES DIRECT.

FOX LINE.

The elegant Al elipper ship
GRAY FEATHER,

1,000 tume burden,
Will resitively be the first created to sail for the above. This elegant vessel has made the quickest pasagges on record, and her accommodations are of the first creder. Everything will be done to make peasetupers comfortable, and feel at home. No delay will secure by gitting this vessel off, as the freight is engaged, and Neon remains but for two pasaggers.

EINDNESS AND COMFORT GUARANTEED.

FRICE OF PASAGE.

Bloomage Patent of Patent Co. Act Second cabin saloon 100
Dack cabin, forward house 125
First cabin saloon 150
Patenters found with everything except wines and liquous. Immediate application for passage must be made, as a limite number of berths remain.

L. H. SIMPSON, No. 13 Beaver-st., Or on board, Pier No. 6 North River.

ROYAL MAIL STEAMSHIP ARABIA for LIVERPOOL—The ARABIA, James Stone, comman will sail from the stream on WE ONESDAY next, 13th instatement will ply between the Company's wharf, at Je City, and the Arabia, at 10 and 10; o'clock a. m., to convey expers and baggage on beard. The AFRICA will sail on 7th inst.

E. GUNARD, No. 4 Bowling Gree

A TLANTIC ROYAL MAIL STEAM NAVI-GATION COMPANY'S NEW-YORK AND GALWAY STEAM TO ALL PARTS OF GREAT BRITAIN VIA

The Shortest Star Passage Stetween America and Europe.

The Shortest Star Passage Stetween America and Europe.

NEW-YORK AND GALWAY STEAMSHIP LINE.

This line is composed of powerful and fast sealing steamships, ably efficered, and farmished with everything requisite to render the vorage safe and agreeable. The departures from New-York for Galway will be as follows until farther notice, viz:

PRINCE ALBERT. T. J. WATERS. Modelay. Oct. 12

PRINCE ALBERT. T. J. WATERS. Modelay. Oct. 12

PRINCE ALBERT. T. J. WATERS. Modelay. Oct. 13

PRINCE ALBERT. T. J. WATERS. Modelay. Oct. 13

PRINCE ALBERT. T. J. WATERS. Modelay. Oct. 14

PRINCE ALBERT. T. J. WATERS. Modelay. Oct. 15

PROBLEG. M. WAS C. TROMESON. Friday. Nov. 5

Persons visiting Ireland roach their deathaction in three fourths the time taken by any other route, and all have an opportunity of visiting places and scenery of univaled interest in Ireland.

Price of passage, including free tickets by the usual railroad poutes from Galway to any of the principal cities of Great Britain, at the following greatly reduced rates: First class, 630; there are no greatly reduced rates: First class, 630; the second class, 630; third class, 630; third class from Galway at \$30, or from other cities in Great Britain accessible by railroad at \$35. A liberal colon table will be provided, and cooked provisions for third class passengers to and from Galway. But they must provide themselves with a tin plate, quart mag, halfs, spoon, water and their own bedding.

Por freight and passage, and further particulars, apply to the undersigned, at their offices, No. 61 Hudson-st., corner of Jay, and No. 64 Broadway. Application for freight and passage may also be made at any of the offices of the Company on their express routes.

AMERICAN EXPRESS CO., Consignees.

New-York, Sept. 30, 1858.

RATES OF PASSAGE.

FERSIA Judkins. Leaves N. York. Wednesday, Sept. 25
BIAGARA Millian. Leaves Roston. Wednesday, Oct. 25
BRABIA Stone. Leaves Roston. Wednesday, Oct. 26
GANADA Lang. Leaves Boston. Wednesday, Oct. 20
AFRICA, Shannon. Leaves N. York. Wednesday, Oct. 27
ASIA Lett. Leaves Boston. Wednesday, Nov. 36
FERSIA, Judkins. Leaves Boston. Wednesday, Nov. 16
BERDPA, Leitch. Leaves Boston. Wednesday, Nov. 17
Bertlan por second sund madden.

Besta, Leitch. Leaves Bourons Burgora, Burgora, Leaves Bourons and Burgora until paid for.

An experienced Surgeon on board.
The owners of these ships will not be accountable for Gold, The owners of these ships will not be accountable for Gold, and Brer, Bullion, Specie, Jewelry, Freedom Stones or Hetals, unbest of fading are signed therefor and the value thereo, belle of fading are signed therefor and the value thereo, belle of fading are signed therefor and the value thereo.

E. CUNARD, No. 4 Bowling Green.

FOR SAVANNAH .- The AMERICAN AT-TOR SAVANNAH.—The AMERICAN ATTERMENT'S new and cleant steamable HUNTSVILLE. Jun. A. Post, seemmander, and steamable HUNTSVILLE. Jun. A. Post, seemmander, will save Pier No. IZ. N. R., on WeDNESDAY, Oct. 13, at 4 will save Pier No. IZ. N. R., on WeDNESDAY, Oct. 13, at 4 will save Pier No. IZ. N. R., on WeDNESDAY, Oct. 13, at 4 will save pier No. IZ. N. R. Oct. 13, at 4 will save accommodation, 4 in the control of the contro

FOR SAVANNAH AND FORIDA .- U. S. MAIL LINE.—The favorite steamship ALABAMA, Cape-Goo, Il Sobenck, will seave on TUESDAY, Oct. 12, at 4 o'clock p. m., from Pier, No. 4 North River. Cabin passage to Savannah Pia Through tickets given to Hontgomery, Columbus, Atlanta, APany and Macon. Bills of lading signed only on board. For fields or passage, apply to SAM'll. II. MITCHILL & SON. No. 13 Broadway. The rate of freight by this steamer will be 10c. at measurement goods, and other articles in proportion.

## Bteamboats and Railroads.

TO BOSTON TRAVELERS-COMFORT and TO BOSTON TRAVELERS—COMFORT and SAFETY.—The public are informed that the Old Colony and Fall River Railroad Company have attached to the passengers of their road CREAMER'S FATENT BRAKE OPE-ATOR. This invention (already in use on many of the best managed roads of the country) promotes a degree of security to the set of the safety of the, are requested to examine this. Every day's observation grows and conclusively that the application of the brakes by mad, while it is as good as can be for ordinary purposes, is of a waive in the presence of danger. This Company will formed here Machines for all the ears of any road, and warrant them to more or the purpose, or no sale.

U. S. R. R. CAR BRAKE CO. B. G. CREADER, Secretary, N. Y.

STATEN ISLAND FERRY,—NOTICE.—
School Execution for Six Cents.—Beats leave STATES
ISLAND EVERY HOUR from 6 a. m. to 4 p. m.
Lave WillTellall, from 7 a. m. to 7 p. m. for Quarantina,
Papietoe and Vauderbilt's Lauding.

DAY BOAT for ALBANY,-Steamer META-MORA, EVERY TUESDAY, THURSDAY and SAT-

PEOPLE'S LINE between NEW-YORK, CITY ISLAND, WHITESTONE, NEW-ROCHELLE, and MAMARONECK.—On and after SATURDAY Sept. 12, the seamer ISLAND CITY, Capt. James Vradenburth, will leave feature Market slip at 5 p. m. Returning, leaves Mamaroneck at 13 a. m.; New-Rochelle, 13 a. m.; City Island, 7:45 a. m., and Whitestone at 8:10 a. m.

THE REGULAR MAIL LINE, via STONING-THE REGULAR MAIL LINE, VIRSUM TONING TO STONE AND TONING TO BOSTON and PROVIDENCE.—Inhand Route—the abortest and most direct, earrying the Eastern Mail. The measures PLYMOUTH ROCK, Capt. Joel Stone, and G. VANDERBILT. Capt. W. H. Frazes, in connection with the TYONINGTON and PROVIDENCE and BOSTON and PROVIDENCE RAILROADS, leaving New-York daily (Sundays excepted) from Firs No. 2 North River, first wheat above Beauery-slace, at 5 -diolec p. m., and Shortington at 8:50 p. m., or on the arrival of the Moil Train which leaves Boston at 5:30 p. m.. The C. VANDERBILT, from New-York, Monday, Wednesday and Friday; from Stonington, Tuesday, Thursday and Saturday.

The PLYMOUTH ROCK, from New-York, Tuesday, Thursday and Saturday; from Stonington, Monday, Wednesday and Friday. day and Sainring; from Stonington, Monany, Weanceasy and Friday.

Passengers proceed from Stonington per raditord to Providence and Boston, in the Express Mail Train, reaching said places is advance of those by other routes, and in ample time for all the early morning lines, connecting North and East. Passengers that yeefer it, remain on board the meanner, enjoy a might's rest un-liturabed, breakfast if desired, and leave Stonington in the 1 a.m. train, connecting at Providence with the 11:15 a.m. train for Boston.

TO NEW-HAVEN.—Fare S1: Berths
Free.—By ELM CITY, at 3 p. m. and TRAVELER at 11,
from Feck. silp, arriving in time for all morning trains. To Hartbert by the GLANFIE STATE every TUESDAY, THURSDAY and SATURDAY at 4 p. m. RICHED PECK, Agent. FOR BOSTON and PROVIDENCE VIA NEW-PORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New-York every TUESDAY, THURSDAY and SATURDAY, at 5 c'clock n. m. and the EMPIRE STATE. Cast. Brayton, on MONDAY, WEDNERDAY and FRIDAY, at 5 o'clock p. m., from pier No.

eafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.

Sreight to Boston is forwarded through with great dispatch by
an Express Freight Train.

WM. BORDEN, Agent, Noz. 70 and 71 West-st.

WM. BORDEN, Agent, Noz. 70 and 71 Westert.

CENTRAL RAIL ROAD of NEW-JERSEY—
Connecting at New-Hampton with the Delaware, Lookswanns and Westers Railread, and at Easten with the Lebigs
Velley Railroad.

FALL ARRANGEMENT, commencing October 1, 1881.—
Leave New-York for Easton and intermediate places from Fier
No. 2 North River, at 74 a. m., 12 m., and 4 p. m., is Somerville by above trains, and at 5 p. m.

The above trains connect at Elizabeth with trains on the NewJersey Railroad, which leave New-York from the foot of Courtlandstet, at 72 and 12 a. m., and 4 and 5 p. m.

Passengers for the Delaware, Lackawanna and Western Railroad will leave at 72 a. m. only. For Lebigh Valley Railroad at
15 a. m. and 12 m. JOHN O. STERNS, Superintendent.

FLUSHING RAILROAD-Leaves Fulton Mar-Let Whatf by steamer 10 LAS at 6:35, 7:30 and 10 a. m., and 1, 4 and 5:30 p. m. The cars leave Flushing, L. L., at 6:45, 8 and 10 a. m., and 1, 4 and 5:30 p. m., me-ting and exchanging passengers with the best at Hunter's Point. Through in 50 minutes. Factorist.

With M. M. SMITH, Receiver.

LUDSON RIVER RAILROAD. - From August NEW-YORK and NEW-HAVEN RAILROAD, 1858. FALL ARRANGEMENT 1859.
Commencing October 4, 1858.
Passenger Station in New-York corner 27th st. and 4th av.,

Passenger Station in New York; corner 27th-st. and 4th-av., entrance on 27th-st.

TRAINS LEAVE NEW-YORK

For New Haven, 7, 8 a. m. (ex.); 12:45, 3:45, 4:20, (ex.) and 4:45 p.m. For Bridgeport, 7, 8, a. m. (ex.); 12:45, 3:45, 4:20 (ex.) and 4:45 p.m. For Millord, Stratford, Fuirfield, South-port and Westport, 7 a. m.; 12:45, 3:45, 4:20 (ex.), 4:45, 5:30, p. m. For Darien and Greenwich, 7, a. m.; 12:45, 3:45, 4:45, 5:30, p. m. For Stamford, 7, 8, a. m. (ex.); 12:45, 3:45, 4:45, 5:30, 12:45, 5:30, 5:30, 5:30, 5:30, 5:30, 5:30 p. m. For Port Chester and intermediate stations, 7, 4. m.; 12:45, 3:45, 3:45, 4:45, 5:30, 6:30, 6:30 p. m. For Port Chester and intermediate stations, 7, 4. m.; 12:45, 3:45, 3:45, 4:45, 5:30, 6:30 p. m. For Port Chester and intermediate stations, 7, 4. m.; 12:45, 3:45, 3:45, 5:30, 6:30 p. m. (ex.) For Connecticut

m.; 12:45, 3:45, p. m.

JAMES H. HOYT, Superintendent.

NEW-YORK AND HARLEM RAILROAD

COMPANY.—SUMMER ARRANGEMENT.

Commencing MONDAY, Sept. 29, 1838.

Trains leave Depot cor. White and Centrests, New-York, at 8:18 p. m., White Plains train, stopping at all Stations.

Trains leave Depot corner of 28th st. and 4th av. New-York, at 8:10 a. m., Williamsbridge train, stopping at all Stations.

11:00 a. m., Mulliamsbridge, stopping at all Stations.

11:00 a. m., Williamsbridge, stopping at all Stations.

11:00 a. m., Williamsbridge, stopping at all Stations.

10:00 p. m., Dever Plains train, stopping at all Stations.

5:00 p. m., Williamsbridge train, stopping at all Stations.

5:00 p. m., Williamsbridge train, stopping at all Stations.

5:40 p. m., Williamsbridge train, stopping at all Stations.

8:30 p. m., Williamsbridge train, stopping at all Stations.

RETERING—Leave Chetham Four Corners:

12:50 p. m., Mulliamsbridge train, stopping at all Stations.

RETERING—Leave Chetham Four Corners:

12:50 p. m., Mulliamsbridge train, stopping at williamsbridge, White Plains and all Stations north.

20:30 p. m. Mulliamsbridge train, stopping at Williamsbridge, White Plains and all Stations north.

and all Stations north. WM J. CAMPBELL, Superintendent. NEW-YORK AND ERIE RAILROAD.—On and after MONDAY, May 10, 1858, and until further notice, Passenger Train will lowe Pier foot of Dunnest, as follows, viz: DUNKIRK EXPRESS at 6 a. m., for Dunkirk and principal in-

MAIL TRAIN at S c. m., for Dunkirk and Buffalo and interme-

MAIL TRAIN at Se. m., for Dunkirk and Bursho and intermediate Stations.

BOCKLAND PASSENGER at 3 p. m., from foot Chambers st., via Elemont, for Sufferns and intermediate Stations.

WAY PASSENGER at 4 p. m., for Newburgh, Middletown and Intermediate Stations.

RIGHT EXPRESS at 5 p. m., for Dunkirk and Ruffalo.

These Express Trains connect at Elmira with the Elmira. Consandages and Nisgara Falls Relievad, for Nisgara Falls; at Bingshamton Railroad, for Synamon, with the byracuse and Burghamton Railroad, for Synamon at Corning with the Burfalo, Corning and New-York Course; at Corning with the Burfalo, Corning and New-York Course; at Corning with the Burfalo, Corning and New-York Course; at Burfalo and New-York City Railroad, for Burfalo; at Burfalo and Dunkirk with the Landson of Burfalo; at Burfalo and Dunkirk with the Lake-Shore Railroad, for General and Cincinnati, Toledo, Detruit, Chicago, &c.

B. F. HEADLEY, Assistant President

R. F. HEADLEY, Assistant Prendent.

NEW-JERSEY RAILROAD—For PHILADELPHIA and the SOUTH and WEST, via JERSEY
CITY.—Mail and Express lines leave New-York at 8 and it
a. m. and 4 and 6 p. m.; fare \$3. Through Tickets sold for Cindinnati and the West, and for Baltimore. Washington, Norfolk,
&c.; and through begange checked to Washington in 8 a. m. and
8 p. m. trains. J. W. WOODRUFF, Assistant Superintendent.
No bagings will be received for any train unless delivered and
absolute filters minutes in advance of the time of leaving.

PENNSYLVANIA RAILROAD.

THE GREAT CENTRAL ROUTE.

PENNSYLVANIA RAILROAD.

The Fennsylvania Railroad connects at Pittsburgh with railroads to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terra Haute, Maddson, Lafavette and Indianapolle, Ind.; Cincinnati, Payron, Springfield, Bellefontaine, Sandnaky, Toledo, Cleveland, Columbia, Zanevulle, Masailion and Wooster, Ohlo; also with the steam packet boats from and to New-Orieana, St. Louis, Louisville and Cincinnati.

Through tickets for the East can be had at any of the above-mentioned piaces in the West.

Passengers will find this the shortest, most expeditious and comfortable roun between the East and the West.

FROM NEW-YORK TO CHICAGO IN 36 HOURS.

FROM NEW-YORK TO ST. LOUIS IN 46 HOURS.

FROM NEW-YORK TO ST. LOUIS IN 46 HOURS.

PROM NEW-YORK TO ST. LOUIS IN 46 HOURS.

Fare as low as any other route,

Bee bandbills in the hotels of this city.

Through Tickets, or further information, may be had at the
office of the FENNSYLVANIA RAILROAD,

No. 2 Astor House, Broadway.

JAUBARY I. 1888.

DENNSYLVANIA RAILROAD.

The GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North Western and South-Western
States by a continuous Railway direct. This Read also connected
at Pittaburgh with daily these of steamers to all ports on the
Western Rivers, and at Cieveland and Sandusky with the steamers to all ports on the North-Western Lakes—making the most
direct, cheap and reliable route by which FREIGHT can be forwarded to and from the Great West.

RATES BETWEEN PHILADELPHIA and PITTSBURGE.

Plast Class.—Boots, Shoes, Hata and Caps, Books 15 cents 9.

Rotin, &c. P bhl. until further notice.

Floux - P bhl. until further notice.

COTTON - P bale, not exceeding 500 B weight, until further

## Aledical.

CTEWART'S COUGH CANDY .- The best Cough Candy ever made. For Coughs and Colds, and all affections of the Throat and Lunes, than no equal. Wholesale by SCHIEFFELIN BROTHERS & Co., A. B. & D. SANDS & Co., OLCOTT & McKESSON, W. W. THAYER, and by all drugslist in the U.S. Handsetured by STEWART & Co., No. 110 Feat. 15. X.

SANDS' SARSAPARILLA.—This truly valuable preparation is extracted from selected roots by a powerful apparatus, which obtains the modificial principle in a highly concentrated from; by scientifically combining other vectable products in the process, a sompound extract is obtained municipy apperfor to any other. Prepared and sold by A. B. & D. SANDS, Druggists, No. 106

N PURSUANCE of an order of the Surrogate of The County of New York, notice is hereby given to all persons having claims against JOHN WILLIAMS, late of the Only of New York, horse deciser and drover, deceased, to present the came with vaschers thereof to the subscribers, at the office of Richard F. Carman, No. 1,623 Breadway, in the Chy of New York, an or before the fifth day of April, 1850.—Dated New York, the 5d day of October, 1850.

ROBERT HENRY.

RICHARD F. CARMAN. { Executors. BARY E. WILLIAMS, Executors. BARY E. WILLIAMS, Executors. MOTT, MURRAY, & HARRIS. Attorneys. et lawford.

No. 20 Nassand.

IN PURSUANCE of an order of the Surrogate of N PURSUANCE of an order of the Surrogate of

In FURSUANUE of an order of the Surrogate of the County of New-York, notice is bereby given to all persons basing claims spainst JOHN S. AVERY, late of Bridespers. Connecticut, formerly of the City of New-York, deconsed, to present the same, with vonchers thereof, to the subscriber, at his place of business, No. 103 Front-street, in the City of New-York, on or before the twenty-second day of October next.—Dated Kew-York, the seventeenth day of April, 1835.

an19 law6mM WALTER T. AVERY, Executor. SUPREME COURT-COUNTY OF ERIE.

THOMAS CLARK, pointed, ast MARK SIBLEY WILL-ON, defendant - Summons for money.—To MARK SIBLEY WILL-ON, defendant - Summons for money.—To MARK SIBLEY VILLSON, defendant; You are hereby aummened to answer he compaint of Thomas Chirk, pointed, a copy of which is crete annexed, and to serve a copy of your answer on the sub-criber at Buffalo, in the State of New-York, within twenty lays after the service of this summons, are lasted of the day of crylee, or the plaintiff will take judgment against you for two mindred and seventy-arven dellars and thirty-six cents, with in-eract on \$250 Bit thereof from Jone 19, 12N, and on \$33 M hereof from April 22, 1835, beside costs. F. E. CORNWELL, Plaintiff 's Attorney.

# New-York Daily Tribune.

INDUSTRY AND INVENTION.

STEAM CAUGE-Patented by Victor Beaumont in 1854, and but recently perfected. One of these instruments has been placed on the boiler in our pressroom by Mr. C. W. Copeland, the general agthe Company, where it may be seen at work by the side of two other gauges differently constructed. The only ganges known ten years ago were the mercary gauge, the air gauge, and the piston gauge for locomotives. The first is costly and cumbersome, its length for measuring 150 lbs pressure being 27 are small, and ascertaining the pressure by looking at the instrument is a work that ordinary fremen carefully dispense with. A piston pressed by steam against a spring is unreliable, on account of friction. In June, 1849, Eugene Boardon took out a patent in France for a spring gauge, in which the pressure of steam is indicated by a hand on a graduated dial. Inside the case is an elastic metallic vessel, so shaped as to charge its form when steam is let in, and it is united by a proper mechanism to the hand which points out the result. The great superiority of this gange over former ones is obvious. No liquids are used; there are no joints, consequently no cakage. The gauge is cheap and compact, and its indications are read at a glance from any part of the engine room. This instrument carried the highest award at the great London exhibition of 1851, and in the subsequent year was patented in the United States and the patent bought by Ashcroft, under whose name it is generally known. The claim read thus:

"I claim the application of curved or twisted tubes, whose transverse section differs from a circular form, for the construc-tion of instruments for measuring, indicating and regulating the pressure and temperature of fluids."

Since 1852 about twelve patents have been granted for dial gauges, in which the elastic vessel was different from Bourdon's Corrugated Disks, made of steelor diaphrams made of India rubber, are the main feature in most of them. The first substance is destroyed by rusting especially where sea water is used. India rubber in a still shorter time undergoes internal chemical changes and requires to be renewed. In the new steam gauge the aim has been to embody all the qualities of Bourdon's by using an elastic vessel of brass closed on all sides except that of the boiler, and to avoid the vibrations of the hand or pointer resulting from the momentum of the tube, held by one end, for each jerk of the locomotive to which the gauge is attached. To obtain this result, the clastic vessel is formed of flattened hollow spheres comcunicating together; one side of each sphere is turned inside, so that under the pressure of steam one part is extended and the other is compressed. The regularly diminishing motion of the extended parts is thus compensated by the regularly increasing motion of the compressed portions, and the graduation is perfectly miform for the range of the gauge. Large surface are thus exposed to the action of steam, which acts in consequence with a great deal of power, beside which the effect of momentum is so insignificant, that the gauge may be struck with great force on the table without the pointer vibrating in the least. This gauge

s the cheapest in the market.

Door Lock-Patented June 18, 1858, by J. R. Marston .- A few years ago a talented burglar dis covered that, by taking with a pincer a firm hold of the end of a key, it could be made to turn, and that thus the door of sleeping apartments could be opened from the outside. Tois knowledge having spread rapidly and led to numerous practical applications, some inventors set to work and devised a number of instruments, called burglar alarms. In some of these a bell is made to ring; in others, powder to explode, or a gas-burner is lighted with a crucking noise, either by means of electricity or of a wound-up spring acting by friction on a match. Mr. Marston accomplishes the same result, by placing the inside key-hole of locks out of line with the outside one. This arrangement renders it impossible to turn the key from the outside, but it leaves the outside keyhole empty, and the lock might be picked through it. To obviate this, the lock is provided with a sliding piece, which receives its motion from the key in exactly he same manner as the bolt, and which moves over the outside key-hole and closes it hermetically each time the door is locked from the inside. The key is shaped so as to have no action on this slide when used from the outside. As it is the interest of hotel keep re to provide for the security of the property of their guests, there is no doubt but this lock will be exten-

MARINE GOVERNOR, Invented by Thomas Silver of Philadelphia. The ordinary ball governor was invented by James Watt as a part of the steam engine. In this instrument two heavy balls attached to the extremities of two rods, articulated at their other end with a vertical shaft, are made to rotate with it, receiving motion from the engine. Centrifugal force is thus produced, which overcomes gravity and forces the balls to separate and go up in a circle to a distance proportional to the velocity of the machine. The balls and rods are properly connected with a throttle valve in the steam-pipe, so that this is wide open when the velocity is small, and entirely closed the moment a velocity is small, and entirely closed the moment a velocity is reached beyond which it is not desirable to go. This instrument, depending on gravity for its accurate action, cannot be used on board aship, where the rolling and pitching would throw it in an inclined position, in which the weight of the balls would make it act at the wrong time. Mr. Silver obviates this fault by adding two more balls to equilibrate the two first, and by substituting the action of a spring to that of gravity. The four balls of equal size are attached to two rods working on a pin size are attached to two rods working on a pin through their center and through a small shaft. A movable sleeve on this shaft is connected with the two rods half way between the balls and the center pin, and an adjustable steal spring packet or pulls sometime. proportional to the velocity of the machine. The

ly on the movable eleeve, in the proper direction to bring the four balls close to the shaft. The moveable sleeve is connected with the valve. This instrument is of great service to paddle-wheel steamers, as in a heavy sea it frequently happens that one wheel is entirely out of water, when the engine acquires an undue velocity, technically called "racing," which, saldenly checked by the reimmersion of the wheel, may result in the breaking of the shaft. But it is of a nuch greater import for propellers. In these ships the screw is as often brought out of water by a heavy pitch, and as there is no other wheel in the water to resist the power in a measure, the increase of velocity is enormous. Two causes, then, combine for breaking the shaft-the first is, the sudden blow of the se against the serew when reentering the water; the other is, the side force exerted against the shaft when the plane of rotation of a rapidly rotating body is suldenly changed. This is practically illustrated in a horizontal top, which attracted a good deal of attention two years ago, and was demonstrated mathematically by Isnac Newton. The plan heretofore used against this danger has been to run very slow in had weather, or, when it was necessary for the safety of the ship to go fast, to place an intelligent man at the valve and speed of the engine on the increase. Mr. Silver's governer is used on the Collins steamers, and on several propellers plying between the United States and Europe. It has been adopted by Brunel for the Leviathan, and the inventor is actually in Europe treating with the French, English and Russian Governments for their navies. The screw is rapidly superseding the wheels for sea-going vessels, either mercantile or military, and this instrument has been invented just in time to do away with an objection to this highly bene-Gold transformation.

BLANCHARD'S BOILER. - On the 8th of September

Mr. Ruggles, Canal Commissioner, made an experi-mental trip to Haverstraw, on board of the John Farren, with a view to ascertain the value of Mr. B.'s invention for the navigation of carals by steam, and decided to recommend its use. Two weeks before, the beat was taken to Albany and back, for the object of escertaining the consumption of fuel more accurately than can be done during a shorter trip, and the following was the result: The immersed section of the boat is the length of beam, 24 feet, multiplied by the draft, 4 feet 4 inches. The velocity was 12.8 miles an hour. The coal used from New-York to Albany was: kindling coke and cannel, 440 lbs.; coal to start fire, 500 lbs.; used while running, 490 lbs. Subtracting 271 lbs., taken from the furnace after cooling, the total consumption was 6,074 lbs. The quantity of water evaporated was 13,375 lbs., or 12.5 lbs. per 1 Ib. of coal. The steam, on entering the cylinder, was super-heated 800 Fah.

GRAIN CLEANER, patented December, 1855, perfeeted in 1857, by J. L. Boothe, formerly of Ohio, now of New-York. Ordinary smut machines are built of wood and are open; the necessary consequence is that they have to be confined in a close room on account of the dust thrown out, and that they catch fire very easily from over-heated journals. Several large mi have been lost from this cause; one in Owego last year, the Gallego mill at Richmond, Va., another at Port Byron, New-York. The rate of insurance on this account is sometimes as high as 5 per cent. The new larger of fire; it is entirely metallic and is all encased. On a vertical shaft a cylinder, or drum, about 2 feet in diameter and 4 feet long, is keyed and made to revolve at a velocity of 550 revolutions per minute. On the periphery of the drum projecting flat arms, denominated "beaters," are screwed in parallel circular rows. They extend a few inches outside, forming an angle of 40 degrees with a tangent to the dram, and their external surface, measuring 3 inches by 4 inches, is deeply corrugated by vertical grooves a quarter of an inch deep and wide. Around this drum is a stastationary cylindrical envelope of such a diameter as to leave senreely an inch of free space between itself and the ends of the beaters. This envelope is corrugated circularly; the hollow of each corrugation is opgated circularly; the hollow of each corrugation is op-posite one row of beaters. This circular envelope is closed below by a curved bottom terminating in a pipe at the center, and is closed at the top by the case of an horizontal fan blower, which is place above it; the fans of the blower revolve with the shaft of the machine. There is also a suction pipe leading from the pipe at the bottom of the machine to the fan blower To operate, the grain is introduced at the top, between the drum and the cylindrical casing. Before it has had time to fall an inch, it is caught on the inclined face of a beater and thrown out by centrifugal force, but the beater is inclined so as to follow the grain and exert upon it a hard friction. The grain is thus thrown into a corrugation of the outside envelope, and in falling down along the lower portion of this corrugation, which acts as an inclined plane, it is brought back toward the center of the machin caught by the second row of beaters and by all is suc-cession. The dust which is detached from the grain is carried up by a strong current of air blowing upward between the drum and its envelope. After sching the bottom of the machine, the grain enters the central pipe and falls on an inverted cone placed in it, and the last particles of dust remaining are carried away through the outside pipe already mentioned. Machines of this kind are built of different sizes. A two-horse power machine can clean fifty bushels of wheat per honr, and is sold for \$150. Those of a larger size cost proportionately less, and do more work for the same power. After a time, the surface of the beaters wears out, and they become perfectly flat; but they are easily replaced by others, at a cost of \$3 for the whole set. This Machine does its work cheaply

tain a privilege from Government, and make a fortupe in a very short time, provided he and his machines are not torn to pieces by the natives-a thing very likely to happen. A PLOW, patented February, 1858, by W. W. Van, known as B. S. Stenton's Improved Patent Land-Side Cutter, and consists of a horizontal knife or cutter, which is attached near the end of the land-side to an ordinary plow. The width of the cutter is one third that of the plow, and it outs its own breadth under the land, so that the plow on its succeeding rounds will turn the breadth of the cutter in addition to ite usual rork. It is affirmed that the saving of power usually lest in friction on the land-side is transferred to the edge of the cutter, and that thus one third more work is performed by the same team when the cutter is used. Another important advantage is, that the plow thus provided is much more steady, and much more easily kept in the ground. When it is desired to pulverize the ground, two cutters are used, at different hights, the second in advance of the first. Several farmers who have tried the instrument bear testimony that it accomplishes what is claimed.

and effectually, and, slightly modified, may eventual serve for cleaning cocoa and coffee in Equatorial America and elsewhere. The cleaning of cocoa is

actually done by hand in the most primitive manner, at a cost equal to forty per cent of the price of the

grain ready for shipping. An enterprizing man going to Quito with a pair of Mr. B.'s machines would easily

SINGULAR INPATUATION. - The Philadelphia Press mentions a curious circumstance connected with the loss of the Austria. The wife of Mr. Theodore Gerok,

MAYOR TIEMANN AGAIN.

To the Fellor of The N. V. Tedans

Sin: "A Tax-Payer" again makes his appearance in your columns this morning, now admitting the correctness of my supposition, that he is one of those interested in the West Washington Market question.

It will be no fault of mine if "A Tax-Payer" is allowed to manufacture capital for that claim by heaping abuse upon and manufacturing falsehoods again

attempt to "evade" the "main point" of "A Tax-Payer's" "strictures;" neither shall I attempt "to weaken the ferce" of his "cridence"-as he is pleased weaken the letter of his relative to term his assertions—by calling attention to his motives: they are now too apparent to be mistaken. A reperusal by him of mine of the 10th will satisfy him that there is no assertion of his left uncontradicted by

trealiste" slanderous intendees and absolute talse-loods," or was not "interested" in the attempt to "filch from the City a large and valuable portion o her estate" - to wit, West Washington Market—such an inference might easily have been avoided by pub-lishing his letter under his own name.

He should have known that honest men with upright

intentiors never charge another, under an anonymous signature, with drunkenness, incompetency and crime. I did not attack, traduce and misrepresent; my reply was a defense. Whether "Another Tax Payer" is a Deputy Clerk or attache even of the Mayor's Office, is immaterial. He is not informed whether the Mayor's official companions are as a very second starched by "A is immaterial. He is not informed whether the Mayor's cilicial equanimity was or was not disturbed by "A Tax-Payer's assertions; but if an unqualified denial of those statements is evidence of their truth, "A Tax-Payer" is welcome to his opinion, and I apprehend the same judgement will be awarded that opinion by the public, as will be the assertion, that the Mayor has involved the City in a sum of \$200,000 by admitting that she has received routs from a property which he firmly believes belongs to, and his duty requires him to protect her in, by all lawful means.

firmly believes belongs to, and his duty requires him to protect her in, by all lawful means.

The Connect to the Corporation did retain those associated with him in the defense of the City's rights. Upon his requisition they were paid out of (ands of the city, on a warrant drawn by the Controller, and signed by the Mayor. They were not engloyed or paid by the Mayor. "A Tax-Payer's" explanation, that the Judiciary Committee of the Senate released to report a resolution instructing the Attorney-General to bring a suit to recover the West Washington Market property, "because they were consisted that the title of the State was already perject," is as novel as amusing. It is commonly supposed that when a person is unlawfully in the possession of a valuable property, from which large reuts are being received, the lawful owner will not stand sidy by and permit him to receive those rents without either forbidding the payment or taking some steps to disposees the squatter; that it would be "self-stultification" to assert his title because he

some steps to disposees the squatter; that it would be "self-tultification" to assert his title because he knew it to be perfect, is a suggestion eminently worthy

kner if to be perfect, is a suggestion eminently worthy of "A Tax-Payer."

The Judiciary Committee had no such notion; and I know that they were satisfied the State had no good grounds for such a suit, despite the opinions of the Controller and advice of the Harbor Commissioners.

I again assert that the Mayor has no doubt of the title of the city, never expressed himself "alecciely to it," and is sustained, notwithstanding the opinion of Judge Davies to the contrary, by the ablest "jurist of this city and State."

It is true that Judge Davies says in his opinion that the chief officer of the city (meaning the Mayor) is of

It is true that Judge Davies says in his opinion that the chief officer of the city (meaning the Mayor) is of the opinion the Cerperation have no title to these premises; but it is equally true that such assertion is made upon the affidavit of an apparently interested party, and has been emphatically densed by the Mayor. The question of title was not raised, discussed or alluded to by the Counsel for the city on the motion heard by Judge Davies, that motion being simply for the appointment of a Receiver. The opinion, therefore, is the voluntary dictum of Mr. Davies, and not the decision of a Judge.

It is not my purpose here to examine that opinion, "concurred in," as is alleged, by "his two associates;" that will be, I doubt not, critically and ably done at the proper time. And I captrohend "A Tax-Payer" will then find that the case of Furman in 5th Sanford's S. C. Reports (so confidently relied upon), as well as ether laws not referred to, will be shown to establish judicially the right and title of the Corporation to that property.

To the leval advisers of "A Tax-Payer" I would

judicially the right and title of the Corporation to that property.

To the legal advisers of "A Tax-Payer" I would suggest a careful study of the case of Gould agt. The Hudson River Railroad (2 Selden, 522), to see if they can find in that case any doctrine which allows the "people of the State" or a "former sovereign," after having granted to the owner of the adjacent upland the soil under water in front of their lands, with the rights of wharfage and craneage in front thereof, accompanied by the right to fill in and make up the same to the extent or even beyond such grant; also, the further right to erect piers and slips in front of such filling, as far into the water as such grantee may elect; also, to fill up with wholesome earth or other solid filling such public slips at such times and in such manner as they may deem proper; to claim the ownership of such

public slips at such times and in such manner as they may deem proper; to claim the ownership of such lands offer they are filled in by such grantees, and thus cut him off from his water front, and from his rights to the wharfage and crancage granted.

"Had" A Tax-Payer" informed me of the value of his "little place" when it was taxed for \$100 and its calue now when taxed for \$100, I could have judged whether such increased taxation, for which "his hard-"won carnings" are taken, was chargeable to the increased value or the "dinner at the Metropolitan." It is untrue that Mayor Tiemann's property is benefited by working the Eleventh avenue—there being already opened in front of it a good country road; or that he had anything to do with getting this appropriation. It is generally supposed that the opening of city avenues and streets near "little places" enhances

that he had anything to do with getting this appropriation. It is generally supposed that the opening of city avenues and streets near "little places" enhances the value of these "little," as well as great, places, and that the assessments are laid commensurate with such benefits; and I doubt not "A Tax-Payers" "little place" has been so increased in value by such openings as to warrant the increase in his taxes.

If it be "foolish or undignified" to endeavor to protect the community against the acts of a lawless mob, who in the deaf of night apply the incendiary tor his of wellings covering the sick and feeble, and to bring the perpetrators to justice; and if it be "equally undignified and feeble strangers, to try and uphold the laws, and keep from our midst disease and pestilence, then is the Mayer guilty of "A Tax-Payers" charge. To my mind, the energy and support given by him to the Commissioners of Emigration, will endear him in the estimation of all law-abiding citizens, and cause those who did not know him to respect, and those who did to esteem him the more. The makee and "murmans of discontent" of a disappointed and baffled "Tax-Payer," will not injure in him the opinion of "a generous and confiding community," or remove the impression that "A Tax-Payer" fiddled while the Quarantine burned.

"A Tax-Payer" may "elaborate" his schedule to his atmost extent, but I opine such elaboration will not convince the people of this city, that the State have a perfect tidle to West Washington Marked, or that they "will be implicated" for at least \$300,000 on Quarantine account.

ANOTHER TAX-PAYER.

New York, Sept. 28, 1958.

HEATHENISM IN NEW-YORK. To the Editor of The N. Y. Tribune.

SIR: In yours of the 4th inst., I find the following

SiR: In yours of the 4th fact, I have a sed about 49 Forno Desp.—A woman, named Julia Lynch, aged about 49 years, was discovered dead in ker bed, prairfully morning, the forest partments in the tenement house. No. 226 East Twelfth street. It appears that a neighbor, named Mary Riley, missed the woman for three or four days, and took a key and entered the room, and found her lying on the hed; and she had evidently been dead some time. The Coroner was notified. It is supposed that the woman field from want.

I measure the report may have been handed in as a

when poor Julia's deer remained to the furnitare of a confortable apartment, and, when the furnitare of a confortable apartment, and when the furnitare of a confortable apartment, and when the furnitare of a confortable apartm

fied the Coroner; next, that he was not at his office, but had been telegraphed. Sinday passed, and the night also, and no Coroner made his appearance. No one dared touch the body, because of the prohibition

one dared touch the body, because of the police.

On Monday Morning I directed that the body should be directly cared for, and if biame rested anywhere I would bear it. The weather was hot, and the neighborhood crowded with a peor, hard-working population. Delay was more cruel to the living than indecent to the dead. Three different applications were made for a priest, but without effect.

On Monday merning the police must have handed in to the papers the paragraph above quoted. I went myself to the Ceroner's, where an official informed mothat that efficer had not been notified till 12 o'clock Monday noon, when some members of my own family notified him.

Whose was the duty! I had supposed when the

notified him.

Whose was the duty! I had supposed when the efficers of the law forbid private action, they would take the necessary steps as they affirmed they had Hour after hour passed-4 o'clock came and passed.

It was impossible to bury the body, notwithstanding the great heat rendered if necessary, without the usual fermalities. At length, when it was nearly 5 o'clock, formalities. At length, when it was nearly 5 o'clock, the Coroner made his appearance, and poor Julia was placed in her last receptacle.

Now another difficulty arose. It was too late for the burial. Reaching the Catholic Cemetery, a surly official was hardly willing to place the body in the receiving vault, until a Priest could be found to offer Christian rights over the unconscious dust. When a profince and brutal manner that he would not allow it to remain in the vault after 8 o'clock on Tuesday morning.

I wish to state these facts simply to show how nearly impossible it is for the poor of this great city to receive even common human kindness, and to show the absolute barbarism, (not Paganism, for the Pagan rever-ence the duties of the living to the ashes of the dead,) which our miserable system of law not only tolerate

I night allow the matter to sleep. Allow it to stard that she died of want, as hundreds do in this great city of shows, but truth is the best thing in the world, and he or she who does not aid in the exposure of falsehoood becomes an accessory thereto.

More than this, I am not willing that the friends of

Julia should lie under the imputation of neglecting her. They have a self-respect worth as much to them, as that of the most pompons official is to him, and therefore I speak a word in behalf of those who have little power to speak for themselves. Respectfully.

E. OAKES SMITH. No. 16 Stuyyesant street, Oct. A.

" NATURALS" ON A TOUR .- A correspondent of The New-Orleans Picayune narrates the following incident of a recent journey of Professors Agassiz, Felton and Dr. Holmes, " the Autocrat," to the White Moun-

"The parity was so numerous as to require a special conveyance for their transportation from Conway to the Crawford House. This conveyance was a large country wagen, drawn by a team of fine Green Mountain horses, and driven by a sturdy son of the Granito State. State. "The day was one of the finest of the season, and

State.

"The day was one of the finest of the season, and admirably adapted for such an excursion, and every one, after his specialty, seemed to take the keenest delight in its incidents. Occasionally, the geologist would spy out some curious conformation of remarkable specimen of reck, and would insist on the driver stopping to allow him to alight and investigate it. This would often corsume much time, and it more than once occurred that the impatient Jehu was obliged to remind the deeply absorbed party that the day was wasting, and that they had a long ride before them.

"In the hight of his impatience, the depth of his despair, and the extremity of his perplexity, he turned to his companion on the box, for Prof. F., I should remark, had taken no part in the scientific researches of his brethren.

"What are arth's the matter with them men, Squire I' somewhat petulantly domanded the bothered Jehu. What are they abcount stopping the team and jumping out every time they come across a loose stone or a big dandylion, or thistle in the road I Who are they, any how "Squire, he exclaimed in an agony of mingled curiosity and impatience.

"Oh," quictly remarked our absorbed Greciau, 'they are returnites."

"A few days after this the same team was engaged for this identical trip by a party of Bostonians. As they ratifed along the turnpike through the Notch.

for this identical trip by a party of Bostonians. As they rattled along the turnpike through the Notch, one of them said to the driver, who was delightedly ruminating on the contrast between his present order-ly company and the troublesome party he had been so perplexed with a day or two before— "Good deal of travel along here this Summer!

Eb. driver f Wal, considerable, this week or so, was the

"Wal, considerable, this week or so, was the reply.

"I suppose you have about as much as you cando, now-a-days, carrying people to the mountains, don't you't continued the tourist.

"Pretty nigh,' replied our Jehn of the wagon. 'I had a queer party along, the other day—the last before you. I never see such a set of fellows!

"What were they like!"

"Like? Like loonatics, more'n anything else I know on! Why, I thought I should never git up to Crawford's. Every once in a while they'd stop the team, and jump out, and pick up a stone, or pull up a weed, and then one of 'em would preach a long sermon, and when he'd done, all the rest would chatter over it; and it was e'en a most as much as I could do to git 'em into the wagon agin, and as it was, it was daylight-down before we got ter Crawford's."

"But who were these people!' inquired the whole company of listeners, in a breath. 'Didn't you find out!"

"Wal, not exactly, I axed their seeper who they

Wal, not exactly, I axed their keeper who they were, and he told me they were naturals

A Territile Excourres with Bull. Doos.—Yesterday, Reed R. Young, the well-known pilot, was most terribly bitten and lacerated by two heree dogs, the preperty of a melkman of the name of Rhimehart, we believe. It occurred in the Salt River lane, in the lower part of the city, just as Mr. Young was walking toward the reilroad track. The dogs sublendy jumped on him, one seizing him by the call of the leg, and the other attempting to eaten him by the throat. He had presence of mind sufficient to throw up his arm in defense of his throat, and the dog seized him by the arm, tearing away the clothes and flesh in a terrible manner. The other dog fore the flesh froat his leg, severing an artery. He then caught Young by the top of his head with his teeth, and literally tore off the scalp. The other dog fastaned his fangs in his breast, and they had so completely worried and bitten him, that he was almost exhausted and entirely overnowered, and but for the timely assistance of a neighbor would have been killed outright. The man attacked them with a club, and had much didiculty in getting them loose from their prey.

Great excitement was created in the neighborhood by the terrible affair, and a crowd of people assembled to hunt the dogs and kill them. They were shot with bird-shot, but get away before more effective weapons could be obtained. A party, however, soon started in pursuit with rifles and axes, and they will be certainly killed as soon as found. Mr. Young is a tall, shout man, and was one of the survivors of the terrible Pennsylvania disaster. We hope the womads inflicted by the dogs will prove less dangerous than represented, and that he will soon be out again.

We learn that one of the dogs was killed but the other escaped. A bey was the first one to interfere in behalf of Mr. Young's arms are terribly torn, and he is also severely bitten on the back.

[Lordwille Coarier, 5th.] A TERRIPLE EXCOUNTER WITH BULL DOSS .-

MEETING OF THE COLORED CITIZENS OF OHIO.—A call has been issued for a meeting of the "colored citizens" of Ohio, to assemble at Cineinnati on the 23th, 26th and 25th of November next. The object of the meeting is to consider the disabilities under which colored people lie, such as exclusion from the elective franchise, the jury-box, the insane, blind, deaf and dumb asyloms, the militia and the poor house. The purpose of the meeting is to agitate the question and spread light. Delegates are requested to bring with them statistics concerning the number of churches, schools and societies among colored people, and the amount of their wealth and taxes. The call says "two-thirds of every Congress is taken up in discussing the question, 'What shall we do with the night time they took part in the debate on the question in which they are so deeply interested.

Sagacus of A Dog.—On Monday morning last Mr. MEETING OF THE COLORAD CITIZENS OF ORIO. - A

in which they are so deeply interested.

Sagactive of a Dog.—On Monday morning last Mr. John Snow, the stage driver between Montpelier and Chelsea, left Chelsea (where hearesides) for Montpelier, to return to Washington to stop for the night. A child of his being very sick when he left home, he requested his wife to attach a note to the colar of his dog, informing him of the child, and to dispatch the dog at 10 o'clock in the evening in search o' his master. At about 11 o'clock, Mr. Snow heard the dog at the door of his room in Washington, and upon his collar was the note informing him that his child was much better. The dog had traveled about ten miss, and with remarkable precision went directly to the room in which his master slept. If "Tasso" isn't a "carrier dove," he is surely entilled to credit as a "carrier dog—more expeditions then the Atlantic telegraph, without batteries or wires." [Mont. (Vt.) Jour. Good Oth Adg.—Alexander Buchanan died lately in Smyth County, Virginia, at the advanced age of 18 years. He had voted for every President of the Se years. He had voted for every President of the seed, the adjoining county, is 101 years obt, and still in good health.

COTTON— P hale, not exceeding 500 B weight, unal further motive.

In thisping goods from any port east of Philadelphia, be particular to mark the package "Via Pennsylvania Ralivoda." All Goods consigned to the Agents of this Road at Philadelphia of Pittaburgh will be forwarded without detention.

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H. H. HOUSTON, General Freight Agent, Philadelphia.

T. A. & COTT, Superintendent, Alboona, Fe.

April 1, 1858.